

Three BISA Committee members met with AdeLINK project consultants on Tuesday, 1 August 2017, where we were given a [brochure outlining the project](#). This includes an indicative plan showing nothing (**at all**) for cyclists. This is not an oversight but the existing proposal, with works starting immediately.

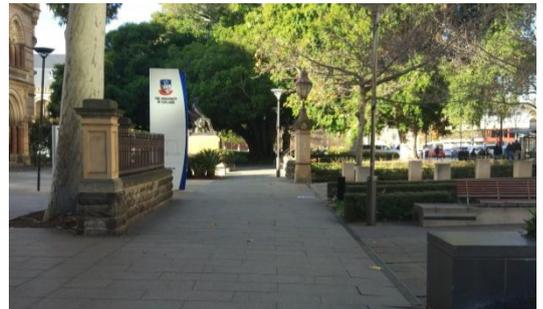
BISA's feedback

- 1) **Strategic importance of North Terrace:** notably in linking the CBD/ eastern suburbs to the Railway Station; the new High School and Frome Bikeway with the cultural precinct; and for accessing the Unis from the south.
- 2) **High-priority:**
 - For low-speed, local access cycling on North Tce:

The inner pedestrian path on the northern footpath (shown at right) should be changed to a two-way cyclist-only (NOT shared use) path between Kintore Ave and Frome St, and extended to King William St. This path is separated by a low wall to footpath/buildings in many places, and edged by landscaping on the other side, so has good potential as a bike-only path – as long as good design makes it obvious/ intuitive to all. Seating on the larger southern footpath is a fair way from the landscaping. If moved backwards, this would give more walking capacity to offset the inner footpath being changed to bike use.
 - For higher speed, commuter and utility cycling on North Tce:

North Tce should be given a speed limit of 30km/h to allow safe sharing by faster cyclist in the absence of bike lanes. A low speed limit increases capacity for cars and actually reduce congestion (note positive feedback from drivers about the effect of the works zone speed limit on Port Road), is compatible with DPTI's desire/ expectation of road calming, and would help with pedestrian safety crossing to/from central tram stops. A road works speed limit of 25km/h will be in place while the works are underway, so a 30km/h wouldn't be a major impost once North Tce is fully opened in its new form.
 - For low-speed, local access cycling on King William St:

The eastern footpath on King William St to be changed to allow for cyclist travel uphill.
- 3) **Other** (re: more detailed aspects of the plan):
 - Provide on-road bike lanes from Frome Rd to East Tce – there's enough room for this currently and with some effort, bike lanes could be designed in. This would connect to path networks through the Park Lands.
 - Provide hook turn marking for right turn, North Tce to Kintore Ave. This movement is to be banned for cars but should be retained for cyclists.
 - If possible, road space in North Tce should be allocated so that it has more width at the kerbside than median side (assuming this won't reach the 3.2m at which cars will start to be tempted to overtake cyclists).
 - Try to address danger to cyclists from crossing tram tracks. We suggest a bike box on the eastern side of King William St/ North Tce, so cyclists can turn right from the through lane and cross the tracks at a better angle. (Currently, there are two right turn lanes at this location but one of these will be removed.)
 - During works, replace existing bike racks on North Tce with temporary bike racks as these are well used. (All street furniture will be pulled out during construction works.)



Where to now?

BISA members nominated facilities on North Tce as the 2nd highest infrastructure priority in our Top 10 list (after finishing Frome Bikeway). There is still an opportunity to highlight the importance of the issue to the State government, by:

- Email: DPTI.CityTramExt@sa.gov.au;
- Phone: 1300 030 919; or
- [Registering interest as a cyclist](#) (can also provide suggestions/ feedback on the same form).